

THE BRITISH CRUISER SQUADRON IN THE BALTIC: ON AND OFF DUTY.

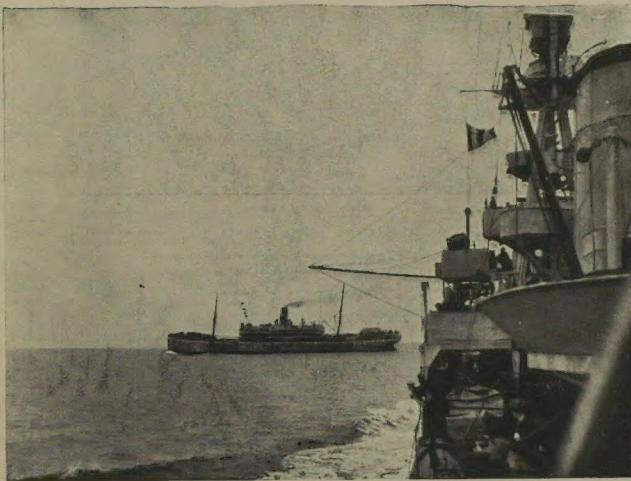
OFFICIAL PHOTOGRAPHS, D.O.T.



BRITISH NAVAL OPERATIONS IN THE BALTIC: ONE OF OUR DESTROYERS LEAVING LIBAU FOR REVAL.



FOR THE FIRST TIME SINCE 1914: THE HOISTING OF THE UNION JACK OFF COPENHAGEN.



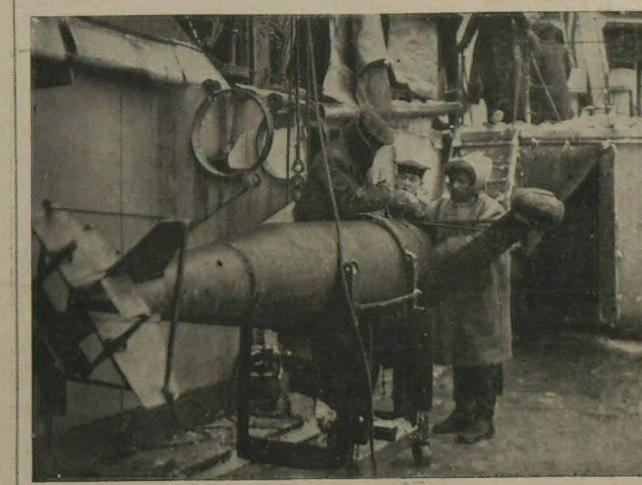
A GERMAN TRANSPORT REPORTING BY SIGNALS TO A BRITISH WARSHIP: THE "PRINZESSEN" AND H.M.S. "CARADOC."



KEEPING FIT: OFFICERS AND MEN OF H.M.S. "CARADOC" DOUBLING ROUND THE QUARTER-DECK, AT LIBAU.



OFF DUTY AND IN SPORTING KIT: OFFICERS OF THE "CARADOC" READY FOR A DUCK-SHOOTING TRIP AT LIBAU.



PART OF THE ANTI-MINE GEAR IN A BRITISH WAR-SHIP: ADJUSTING A PARAVANE ON BOARD H.M.S. "CARADOC," IN THE BALTIC.

Among the recent items of news regarding British naval operations in the Baltic may be recalled the Admiralty statement, published on December 28, that H.M.S. 'Calypso' had captured two Bolshevik destroyers, one of which was bombarding a lighthouse near Reval. No casualties occurred in the 'Calypso.' The arrival of our ships at Libau was reported on December 3. On the following day a Copenhagen message from Reuter's Agency said: 'It is reported from Memel that the British Fleet at Libau is expected to go northward.'

A telegram received here via Stockholm states that the Russian fleet is lying between Kronstadt and Narva. The British light cruisers 'Calypso' and 'Caradoc' have returned to Copenhagen, and have anchored in the harbour. Fighting between Bolsheviks and Estonians is taking place near Reval. British war-ships have been sighted off the Island of Oesel. A Mémel newspaper reports from Libau the arrival of a British squadron of four protected cruisers, one mine-sweeper, and six destroyers.'

PRESIDENT WILSON IN ENGLAND: MANCHESTER AND ITS SHIP CANAL

PHOTOGRAPHS BY C.N. AND TOPICAL.



IN "THE INDUSTRIAL CAPITAL OF ENGLAND": PRESIDENT WILSON AND THE LORD MAYOR OF MANCHESTER (ALDERMAN MAKEAGUE).



THE PRESIDENT'S WIFE: MRS. WILSON AT THE SHIP CANAL.



IN "A WONDERFUL FUR COAT": PRESIDENT WILSON.

After visiting his mother's birthplace at Carlisle on December 29, President Wilson and his wife went on that afternoon to Manchester, where they were received by the Lord Mayor, Alderman Makeague, and stayed as his guests for the night at the Town Hall. Great crowds gathered to cheer them as they drove through the city, and again the next morning as they drove to the Pomona Docks of the Manchester Ship Canal, on which they took a

trip in the White Star tender "Magnetic." The welcome of Manchester was expressed in a great streamer spread across the Royal Exchange bearing the words: "The industrial capital of England has a warm corner in its heart for you." From the Docks the party returned to the Town Hall. The President was presented with the freedom of the city and entertained to luncheon, as illustrated on the opposite page.

PRESIDENT WILSON IN ENGLAND: A NEW CITIZEN OF "COTTONOPOLIS."

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND C.N.



"AT HOME IN MANCHESTER": PRESIDENT WILSON SPEAKING IN THE FREE TRADE HALL AFTER RECEIVING THE FREEDOM OF THE CITY.



MANCHESTER'S HOSPITALITY TO HER FAMOUS GUEST FROM "THE COTTON STATES": PRESIDENT WILSON AT THE LORD MAYOR'S LUNCHEON.

The Freedom of the City of Manchester was presented to President Wilson in the Free Trade Hall, where 4000 people joined in singing "For He's a Jolly Good Fellow." In thanking his "fellow-citizens," the President said: "I feel, and I felt before I came here, at home in Manchester, because Manchester has so many of the characteristics of our great American cities. . . . Manchester has been a centre of the great forward-looking

sentiments, and the home of men with the instinct of large planning, not merely for the city itself, but for the kingdom, and the Empire, and the world." Mrs. Wilson is seen towards the right in the upper photograph. After the ceremony they drove through the city and called at the Royal Exchange, where the President mentioned that, as a native of the cotton States of America, he understood Manchester's trade interests.

THE NEW COUNTRYSIDE.

AFTER many years of limited farming and unlimited sport, the countryside has come of age. In future it is to be the home of greater physical, mental, and social endeavour. Labour, following the most modern methods, receiving a fair wage, properly housed, and granted reasonable holidays, is to produce food in quantities that will pay the cost of reform. Youth is to remain at school until the sixteenth year stands completed, and education is to be efficient rather than haphazard. The call of the big city is to lose something of its potent appeal, because rural conditions are to be more attractive than those that any urban area can offer. The public-house will remain, but is not to stand alone: the village club and institute will enter into active competition.

It all sounds very Utopian to those of us who have lived for long years past in the depths of the country; but we know that, given the national will, these schemes are within easy reach of the times we live in. Townsmen, as a rule, seek the country when it is wearing summer dress; in the autumn and winter they come down to shoot, hunt, play golf, to pursue some amusement that enables them to enjoy a brief stay. They have not realised how dull country life can be between the days of

All Saints and All Fools, and some are wondering why so many lads who went to the Army from the land are so frankly reluctant to return to the land from the Army.

The great rebuilding of the countryside can only be done by the Government; landowners are not in a position to-day to add the cost of building operations to income and super and landlords' property taxes to tithe, and to repairs. Old estates have literally been thrown upon the market in the last year or two, and the cry is still "they come." On the other hand, the work of social regeneration has been taken up in all directions. The Workers' Educational Association lately appointed a committee to deal with Adult Rural Education; its report was submitted in July last, and one of the most interesting of the projects put forward is the revival of handicrafts. Another promising movement is the Village Clubs Association, through whose agency clubs will be able to organise themselves and stock their premises under most favourable conditions. Very wisely, those who are seeking to help the countryman have decided that he must have the handling of his own opportunities, and model them to suit his own needs and aspirations.

The farm-labourer often works seven days a week; stockmen, horsemen, and milkers cannot take holiday except by studied arrangement. We are approaching the time when half-a-day's holiday every week will be the rule, and when the normal hours of labour will be fifty-four in summer and forty-eight in winter. Burdens, whether of the man on the land or the woman in the house, are to be lightened; and the message of the world without is to be brought to the village by the lecturer and the cinema. Every village may hope to have its bee, goat, and pig clubs; its club-room, bath-house, allotments, and other amenities; and all the work to be done is to be free from the influences of denominationalism and party politics.

The need for all this effort is urgent. Tens of thousands who worked on the land in 1914, or were preparing to do so, have been awakened to the attraction of other pursuits that, if less healthy and invigorating, are better paid and associated with a fuller measure of social life. War has given them experience and a choice. If the countryside is to retain even a great part of its own, and attract the new-comers whose help is needed, the terms and conditions of rural life call for immediate and drastic revision.

THE VOGUE OF WAR-FRENCH.

By E. B. OSBORN.

IT is astonishing how often I hear snatches of war-French when passing through the tremendous holiday crowds which surge daily down the Strand, the most inclusive of all the world's thoroughfares and a wondrous test of true character—the prig and the prude always look out of the picture there! War is a busy word-maker, as I have explained before, but it is not unlikely that the "little language" of the West Front will be the chief linguistic monument of the Great War. Why so? Because the soldier has taught his sweetheart to speak it, and to-day it is even more often spoken by stay-at-home women than by men who have served and been compelled every day to bridge the gulf of un-understanding (the strange-looking polysyllable occurs in Mr. Masefield's latest plagiarism of himself) between the two worst linguists in the world—to wit, Thomas Atkins and Jacques Bonhomme.

These two types find it as difficult to acquire one another's language as the Devil did to learn Euskara, the language of the Basques, which is probably the only survivor of the tongues spoken by the cave-dwellers. The Devil went to live among the Basques, and in a few months, making good use of his time, was able

to say their word for "No," and went on to learn how to say "Yes." In a few more months he could say "Yes" in Basque; but, finding to his disgust that he had forgotten the word for "No," he turned his back for ever on the mysterious people described by Voltaire as "a little nation that dances on the tops of the Pyrenees." Their dancing is as delightful as their noble game of *Pelote*, as I well remember.

Certainly war-French is a fascinating language, with the smallest vocabulary known—much smaller than a navvy's, which has but one epithet—and no grammar worth mentioning. The greater part of its alluring charm consists, I feel sure, in the fact that it compels one to eke out exiguous sounds with a variety of speaking glances and gestures. It drives one to take refuge in the primeval language of signs—the best language of all for love-making, since eye speaks to eye and heart to heart in its speech without words, which cannot be used as a means of concealing thought and confusing emotion. Hence its holiday vogue, as part of the way of a maid with a man, compared with which the way of a man with a maid is simple and tame. I did hear one Tom-girl with two Tommies in tow call it "stupid"—as stupid, I should say, as the Himalayas, to quote Leconte de Lisle's famous

epigram on Victor Hugo. But, for reasons already submitted, most young women like it wondrous well. It is the most economical diction ever known, which is not one of the reasons why. What could be more sparing of verbiage than the warning of a considerate Australian soldier who noticed that the cow of his hostess had slipped her rope and was heading for No Man's Land? "Madame . . . tâit . . . promenade!" he cried; and was rewarded with a grateful smile, and, later on, a warm jugful.

Several of the war-French words will surely wangle their way into classic English, and a mighty puzzle they will prove to the etymologists of the further future. *Sneffer*, for example, which means "please don't trouble" (almost the equivalent of the Russian *Nitchevo*), is derived from the polite "*Ca ne fait rien*" of the farmer's wife whom Mr. Atkins apologised for inflicting some trifling inconvenience. But *Napoo*, of course, is the indispensable and inevitable dissyllable—it is to be heard a hundred times a day, and always in a different sense. It is a very chameleon of words, taking its colouring of significance from varying circumstances. It is a corruption of a corrupt abbreviation—of *N'y en a p'us*, which means *Il n'y en a plus* (that's the last of it).

THE REVIVAL OF THE FLAX INDUSTRY.

By S. L. BENSUSAN.

THE Government did not wait for war to recognise the importance of the flax industry or the need for its revival in this country, to which it was introduced by the Romans. Reference to the flax and hemp industries was made in the Act of 1911 that brought the Development Commissioners into official existence at a moment when the production of flax was apparently coming to an end. In England the area cultivated had fallen from upwards of 5000 acres in 1882 to 226 acres in 1910; in Scotland 900 acres were under flax in 1887, and 3 acres in 1910; if we go back to the year 1870 we find nearly 25,000 acres in cultivation. Dr. Vargas Eyre, one of our greatest authorities on flax, has pointed out that the growth and handling of the crop have given names to villages in various parts of England. Yorkshire has its Flaxton, Lincolnshire its Little Steeping, Somerset its Flax-Bourton, and Notts its Retford.

Commenting to a Dorsetshire flax-grower upon the great width of the main street of Bridport, the writer was told that it was built to allow the stretching of yarn and sails in the days when flax-growing and sail-making were local industries of great importance. The Elizabethan farmer was

bound to grow a certain amount of flax—one acre in sixty of his holding—and home-spun garments were in common use. In 1712 it became necessary, on penalty of a fine, to bury the dead in linen. Shortly before the war, when the competition of Russia, Holland, Belgium, and other countries was killing the industry in this country, the revival set in—and very fortunately, because the invasion of Belgium, the closing of Russia, and the doubt of the position of Holland made our future very uncertain; and, though there is much flax grown in Ireland, the growers will not trouble to preserve the seed. During last summer many English farmers grew a small amount of flax—not for the fibre, but for the seed, which is a valuable cattle-food.

Good wheat-land is good flax-land, and the seed is often broad-casted between the end of March and end of April. The seed is then covered by cross-harrowing, and lightly rolled. Harvesting comes in July, and the plant must be hand-pulled. Not long ago, at Ilchester, in Somersetshire, the writer visited a flax-camp under the direction of Miss Ruth Clark, in which nearly 200 girls from schools and colleges were engaged on the surrounding farms and doing splendid work. The separation

of the fibre is known as "retting." In this country "dew retting" has long been the general plan; in Ireland the flax is steeped in bog-water pits; in Belgium the River Lys receives most of the flax fibre in open crates that are sunk in the stream. From the existence of disused retting-pits in various parts of England, it is clear that dew-retting was not always popular. The object of retting, which takes a week or two, is to get rid of the gummy material surrounding the fibre. By an operation known as "scutching," the retted fibre is finally cleansed.

It is probable that, for the better development of the flax-growing industry in this country, retting-pits will be set up in every suitable area, just as potato-flour mills are to be erected in the potato-growing areas. In the meantime, a careful survey of Continental methods has been made, and experiments have been carried out in our agricultural colleges and elsewhere. A grant from the Development Fund is being administered by a committee of experts, and during the past season the area of flax-growing has been enlarged to an extent that would have removed the danger of seed-shortage even if war had not come to an end.

PRESIDENT WILSON IN ENGLAND: A HISTORIC LANDING AT DOVER.

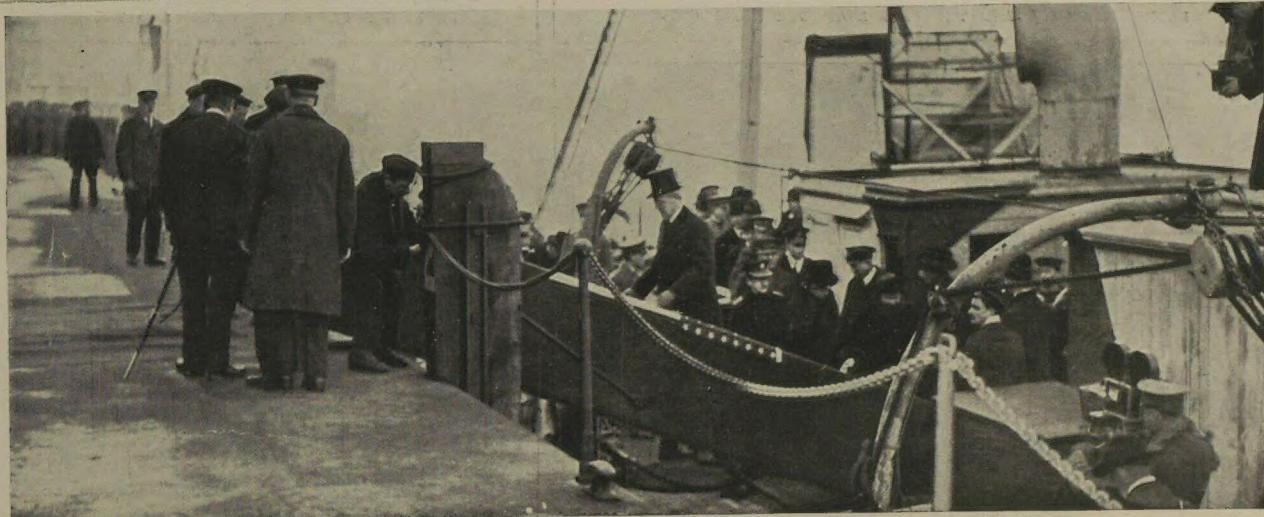
PHOTOGRAPHS BY C.N., L.N.A., AND SPORT AND GENERAL.



AT DOVER: (L. TO R.) PRESIDENT WILSON, THE DUKE OF CONNAUGHT, MRS. WILSON, AND ADMIRAL SIMS.



DOVER'S OFFICIAL WELCOME: PRESIDENT WILSON LISTENING TO THE ADDRESS BEING READ BY THE RECORDER, SIR ARCHIBALD BODKIN.



THE FIRST PRESIDENT OF THE UNITED STATES TO VISIT ENGLAND IN HIS OFFICIAL CAPACITY: PRESIDENT WILSON COMING ASHORE AT DOVER, UP THE GANGWAY FROM THE S.S. "BRIGHTON."



WEARING THE STARS AND STRIPES IN PRESIDENT WILSON'S HONOUR: LITTLE GIRLS WHO STREWED FLOWERS ON DOVER PLATFORM.



INSPECTING THE GUARD OF HONOUR ON HIS ARRIVAL AT DOVER: PRESIDENT WILSON WITH THE DUKE OF CONNAUGHT.

The landing of President Wilson at Dover was a unique event, for, as he himself said later at the Guildhall, never before has a President of the United States left his own country during his term of office. President and Mrs. Wilson crossed from Calais to Dover in the S.S. "Brighton," well known before the war as a Channel steamer of the Newhaven-Dieppe service. On the Admiralty Pier was a naval guard of honour of 100 seamen, and a military guard of the East Kent Regiment, with a band. As the President

stepped ashore the band played "The Star-Spangled Banner," and the Duke of Connaught welcomed him on behalf of the King. Little girls in frocks of Stars-and-Stripes design strewed English roses along the platform, as he went to receive an Address from the Dover Corporation. It was read by the Recorder of Dover, Sir Archibald Bodkin, with whom was the Mayor of Dover. President Wilson, in reply, said that "even the sea was kind," and that they had had a very pleasant passage.

PRESIDENT WILSON IN ENGLAND: A ROYAL WELCOME TO LONDON.

PHOTOGRAPHS BY L.N.A., FARRINGDON PHOTO. CO., AND NEWSPAPER ILLUSTRATIONS.



A SUCCESSOR OF GEORGE WASHINGTON AND A DESCENDANT OF GEORGE III.: PRESIDENT WILSON AND THE KING LEAVING CHARING CROSS.



ON THEIR WAY FROM CHARING CROSS TO BUCKINGHAM PALACE ON BOXING DAY: MRS. WILSON AND THE QUEEN.



THE STARS AND STRIPES AT CHARING CROSS: INFANTRY MARCHING OUT WITH THE AMERICAN COLOURS.



ON THE WAY TO DOWNING STREET: PRESIDENT WILSON'S CAR LEAVING BUCKINGHAM PALACE.



ENTERING THE PREMIER'S OFFICIAL RESIDENCE: PRESIDENT WILSON ARRIVING AT No. 10, DOWNING STREET.

A royal welcome awaited President and Mrs. Wilson when their special train from Dover arrived at Charing Cross at 2.30 p.m. on Boxing Day, December 26. The King and Queen were on the platform to greet them, with a distinguished company, and after the inspection of the guard of honour and many handshakings, the guests drove to Buckingham Palace. President Wilson was with the King and the Duke of Connaught in the first carriage,

while in the second were the Queen, Mrs. Wilson, and Princess Mary. Queen Alexandra stood outside Marlborough House to exchange salutations as they passed. On the following day President Wilson lunched with the Prime Minister in Downing Street, and unveiled a portrait of George Washington, the first President of the United States, given to the Government by Lord and Lady Albermarle to commemorate the States' entry into the war.

PRESIDENT WILSON IN ENGLAND: THE DRIVE TO THE GUILDHALL.

PHOTOGRAPH BY L.N.A.



"THE VOICE OF ONE PEOPLE SPEAKING TO ANOTHER PEOPLE": PRESIDENT AND MRS. WILSON ON THEIR WAY TO THE GUILDHALL—
THE WELCOME IN FLEET STREET.

On Saturday, December 28, which was his sixty-second birthday, President Wilson with his wife went from Buckingham Palace to the City to be entertained by the Lord Mayor and Corporation of London. They drove in an open carriage, accompanied by the Earl of Chesterfield, Master of the Horse, and attended by a Sovereign's escort of Household Cavalry. The streets were lined with troops. In the second carriage were the American

Ambassador and Mrs. Davis. Both going and returning the President received a most enthusiastic greeting from the crowd. "I heard in the voice of welcome," he said at the Guildhall, "uttered in the streets of this great City and in the streets of Paris, something more than a personal welcome. It seems to me that I heard the voice of one people speaking to another people."

PRESIDENT WILSON IN ENGLAND: THE CITY OF LONDON EXPRESSES "THE IMMENSE DEBT WE OWE" TO HIM.

PHOTOGRAPH BY G.P.U.



"IT HAS NEVER BEFORE BEEN DEEMED EXCUSABLE FOR A PRESIDENT OF THE UNITED STATES RECEIVING AN ADDRESS FROM THE LORD

The Guildhall, with all its traditions, has never seen a more memorable occasion than the presentation of the address to President Wilson, on December 28, by the Lord Mayor, Aldermen and Commons of the City of London. "We rejoice," they said, "to give expression to our sense of the immense debt we owe to you and to the American people." President Wilson, in his eloquent reply, said: "The peoples of the world want peace, and they want it now, not simply by conquest of arms, but by agreement of mind. It was this incomparably great object which brought me overseas. It has never before been deemed excusable for a President of the United States to leave the territory of the United States." The chief figures in the photograph may be recognised by reference to the following numbers in the appended key:—(1) The Recorder (Sir Forrest Fulton); (2) The Duke of Connaught; (3) President

STATES TO LEAVE THE TERRITORY OF THE UNITED STATES": PRESIDENT WILSON MAYOR OF LONDON IN THE GUILDHALL.

Wilson; (4) The Lord Mayor (Sir Horace Brooks Marshall); (5) Mrs. Wilson; (6) Lord Curzon; (7) The Archbishop of Canterbury (Dr. Randall Davidson); (8) The Lord Chancellor (Lord Finlay); (9) The Prime Minister (Mr. Lloyd George); (10) Mrs. Lloyd George; (11) The American Ambassador (Mr. John W. Davis); (12) Sir Charles Wakefield; (13) The Earl of Chesterfield; (14) Mr. Andrew Fisher; (15) Mr. Austen Chamberlain; (16) Mr. G. N. Barnes; (17) Mr. Walter Long; (18) Mr. H. A. L. Fisher; (19) Lord Dowtham; (20) Mr. A. J. Balfour; (21) The Bishop of London; (22) Viscount Mersey; (23) Sir Robert Borden; (24) The Marquess of Crewe; (25) General Birdwood; (26) Sir Douglas Haig; (27) General Botha; (28) Admiral Sir Rosslyn Wemyss; (29) The Maharajah of Bikānī; and (30) Mr. Bonar Law.

PRESIDENT WILSON IN ENGLAND: A VISIT OF FILIAL PIETY.

PHOTOGRAPHS BY TOPICAL



"THE MEMORIES THAT HAVE COME TO ME OF THE MOTHER WHO WAS BORN HERE ARE VERY AFFECTING":
THE HOUSE OF THE WOODROW FAMILY IN WARWICK ROAD, CARLISLE.



WHERE PRESIDENT WILSON DELIVERED A MOVING ADDRESS:
THE CONGREGATIONAL CHURCH IN LOWTHER STREET, CARLISLE.



GREETING THE ONLY SURVIVOR OF HIS GRANDFATHER'S SUNDAY
SCHOOL: PRESIDENT WILSON WITH MR. THOMAS WATSON, AGED 90.

Amid crowded days of public ceremony President Wilson made it one of his first duties after reaching England to pay a visit of filial piety to Carlisle, where his mother was born. She was a daughter of the Rev. Thomas Woodrow, who was pastor of a church in Annetwell Street from 1820 to 1835, and afterwards emigrated to Canada. President and Mrs. Wilson reached Carlisle at 9.30 a.m. on December 29. They first motored to the old Crown and Mitre Hotel, where he signed the Burgess Roll. He then visited his

mother's birthplace in Warwick Road, and attended a service in Lowther Street Congregational Church. President Wilson gave a moving address, in which he said: "The memories that have come to me of the mother who was born here are very affecting, and her quiet character, her sense of duty, and dislike of ostentation, have come back to me with increasing force. . . . It is appropriate that in a place of worship I should acknowledge my indebtedness to her and to her remarkable power."

PRINCESS PATRICIA'S ENGAGEMENT: A HIGHLY POPULAR ALLIANCE.

PHOTOGRAPHS BY ALEXANDER CORBETT AND C.N.



"THE KING HAS GLADLY GIVEN HIS CONSENT": PRINCESS PATRICIA OF CONNAUGHT, AND HER FIANCÉ,
THE HON. ALEXANDER RAMSAY, R.N., D.S.O.

The Court Circular of December 27 contained the following announcement: "The King and Queen have received the gratifying intelligence of the betrothal of Her Royal Highness Princess Victoria Patricia of Connaught, Their Majesties' Cousin, to Commander the Hon. Alexander Ramsay, R.N., to which union the King has gladly given his consent." Both on personal and political grounds the news of this engagement between a Royal Princess and a member of the British nobility has been welcomed throughout the Empire, and from every quarter they have received the heartiest congratulations. Princess Patricia,

who is the third and youngest child of the Duke of Connaught, was born in 1886. By her beauty and charm she has won golden opinions both at home and in Canada during her father's term of office as Governor-General. The Hon. Alexander Ramsay is the third son of the thirteenth Earl of Dalhousie, and brother of the present Peer. He was born in 1881 and entered the Navy in 1894. In 1911 he became A.D.C. to the Duke of Connaught in Canada. During the war he served with great distinction at the Dardanelles as flag-commander to Vice-Admiral de Robeck, and in 1916 was awarded the D.S.O.

THE WORLD OF FLIGHT

CIVIL AERIAL TRANSPORT.—III.



By C. G. GREY,
Editor of "The Aeroplane."

A PROPOS the question of the landing of foreign aircraft in Great Britain when international aerial navigation becomes general again, the Legal Special Committee of the Civil Aerial Transport makes some very sensible suggestions. It points out that, as the area of the British Isles is small, it is to the advantage of this country, from the purely commercial point of view, to secure free access for British aircraft to foreign territory. Therefore the Committee recommends a liberal policy on our part in the matter of international aerial navigation for civil purposes. At any rate, for some time to come, practically all aircraft arriving in this country will come from the east and south. It will be a long time before there are hourly arrivals of aircraft from the other side of the Atlantic, whereas it may be only a year or two before there is a continual stream of aerial traffic across the North Sea to the Channel.

All these machines from the east and south will be converging on our little bit of an island, whereas all those going outwards will be diverging in all directions over the rest of the Old World. Obviously, therefore, it will be to our advantage commercially to make it as easy as possible for aircraft from abroad to land here without more than the absolutely necessary amount of formality, so that we may obtain reciprocal facilities abroad. And, just because we are such a little island, it will be so much easier for us to control and regulate our over-sea aerial traffic. The great thing is to encourage foreign aviators to come to this country.

Another interesting point on which the Committee touches is the ownership of aircraft and aerial transport firms here and in the Overseas Dominions. It is suggested, very rightly, that in the case of companies the true criterion should be the effective control of the company, which should be vested in British subjects. The Committee also suggests that provision should be made for the local registration of aircraft in British possessions, following the precedent of the Merchant Shipping Act of 1894. All of which suggestions are eminently sensible. If our aircraft producing firms in future are entirely under British control, we may be pretty sure that in any international emergency they will not be held up because of being unable to produce everything at home.

Perhaps one of the most important matters on which the Committee touches is that of certificates of air-worthiness. The draft Bill drawn up in 1911 provided that an aircraft should not be navigated unless its air-worthiness had been certified in accordance with regulations made by the Board of Trade, and therefore laid down all sorts of rules and regulations which might be made by the Board. Under existing circumstances, it seems that such certificates of air-worthiness will be issued by that department of the Air Ministry to which power is given to issue such certificates.

So far as our own aircraft are concerned, the arrangements for the issue of certificates are comparatively easy. What is needed is a species of Aerial Lloyd's, which will certify that a machine is "A 1" or otherwise. Presumably, nobody with any sense would go flying in a machine which was not certified as "A 1," so there would be little demand for second-class certificates. It so happens that in the department commonly known as the A.I.D.—or, fully and correctly, as the Aeronautical Inspection Department—the Air Ministry has its Aerial Lloyd's already in being. The present duty of the A.I.D.—which numbers some thousands of officers and men, and women, and is under the command of Brigadier-General Bagnall-Wild—is to inspect all aircraft-of-war in every stage of production up to the finished machine in flying order.

When civilian flying becomes general, and when aircraft manufacturers begin making machines for themselves and not for the Government, all the

says: "It appears to the Committee that, for the purpose of ensuring safety for the ordinary population, it is better to provide for the competency of pilots by stringent regulations rather than to run the risk of hampering the development of civil aeronautics by imposing on all aircraft onerous conditions as to tests and examination, which might possibly be imposed. . . . At the same time, the Committee think it reasonable to require that passenger machines plying for hire must be of types the air-worthiness of which has been officially certified. The Committee therefore recommend that the provisions . . . should only be made applicable to types of passenger machines plying for hire, and that this should be made clear in the clause itself (*i.e.*, of some future Act), and not left to exemption under the regulations. Even in the case of types of aircraft requiring certificates of air-worthiness the Committee feel that the regulations should be so drawn as not to hinder the development of design in the early days of civil aerial transport." Here one ventures to disagree cordially with the Committee. Naturally, one agrees that, before any particular type of machine be licensed for the transport of passengers, it must be certified as air-worthy by the competent authority, but one suggests that this is not enough.

In the case of any respectable firm, one is confident that if one machine of a type were certified as air-worthy—as a type—the firm would, for the sake of its own reputation, see to it that the general construction of the machine and all the details of its construction were fully up to the A 1 standard. But it is necessary to remember that, under stress of competition, production costs will be cut down, and so the quality of material and workmanship may deteriorate. New firms may come into the business which are out to make money, and to make it quickly

regardless of reputations or lives. This danger is bound to arise when, in due course, a boom in flying occurs. And so it seems eminently desirable that every machine intended for passenger use should be inspected in detail by competent officials, who will certify the quality of material and workmanship as well as its air-worthiness.

There is quite a clear distinction between air-worthiness in the ordinary way and the quality of construction. An aeroplane may fulfil all theoretical requirements. It may have all the strength theoretically required to stand any strains to which it can possibly be subjected—and yet it may break in the air, or crumple up on landing, owing to defective workmanship or material. Therefore, one is confident that an inspection of each individual machine is just as necessary as is the approval of the type to which it belongs. This will be particularly the case when comparatively small firms begin turning out two-seater or three-seater machines purely for "joy-ride" trips at low fees.

A REMINISCENCE OF WAR-TIME AVIATION: TWO BOMBS FROM ITALIAN AEROPLANES DROPPING ON TO

AUSTRIAN POSITIONS—A WONDERFUL AERIAL "SNAPSHOT" PHOTOGRAPH.—[Photograph supplied by Illustrations Bureau.]

A.I.D. inspectors and examiners and viewers will be withdrawn from the aircraft factories, and will be looking for other jobs. The small number of machines required in peace-time by the R.A.F. will only provide work for a very small number of them. But, when the need arises for the issue of certificates of air-worthiness by the Air Ministry, then it is obvious that nobody can be better fitted to give such certificates than the more experienced of the A.I.D.'s inspectors. It is true that, under war pressure, some very queer people obtained jobs in the A.I.D.; but among the officials there are very many excellent engineers with great experience of materials, and now, after the war, with intimate knowledge of aircraft and all their component parts. They are preordained for the job. Therefore one hopes that the "competent authority" at the Air Ministry will take steps to form the nucleus of this Aerial Lloyd's forthwith, for on it will depend largely the good name of British aeronautics in the future.

Curiously enough, the Committee does not take a very strong stand on this point, for the Report

(To be continued.)



BOMBS IN FLIGHT AND BURSTING: REMARKABLE AIR-WAR PHOTOGRAPHS.

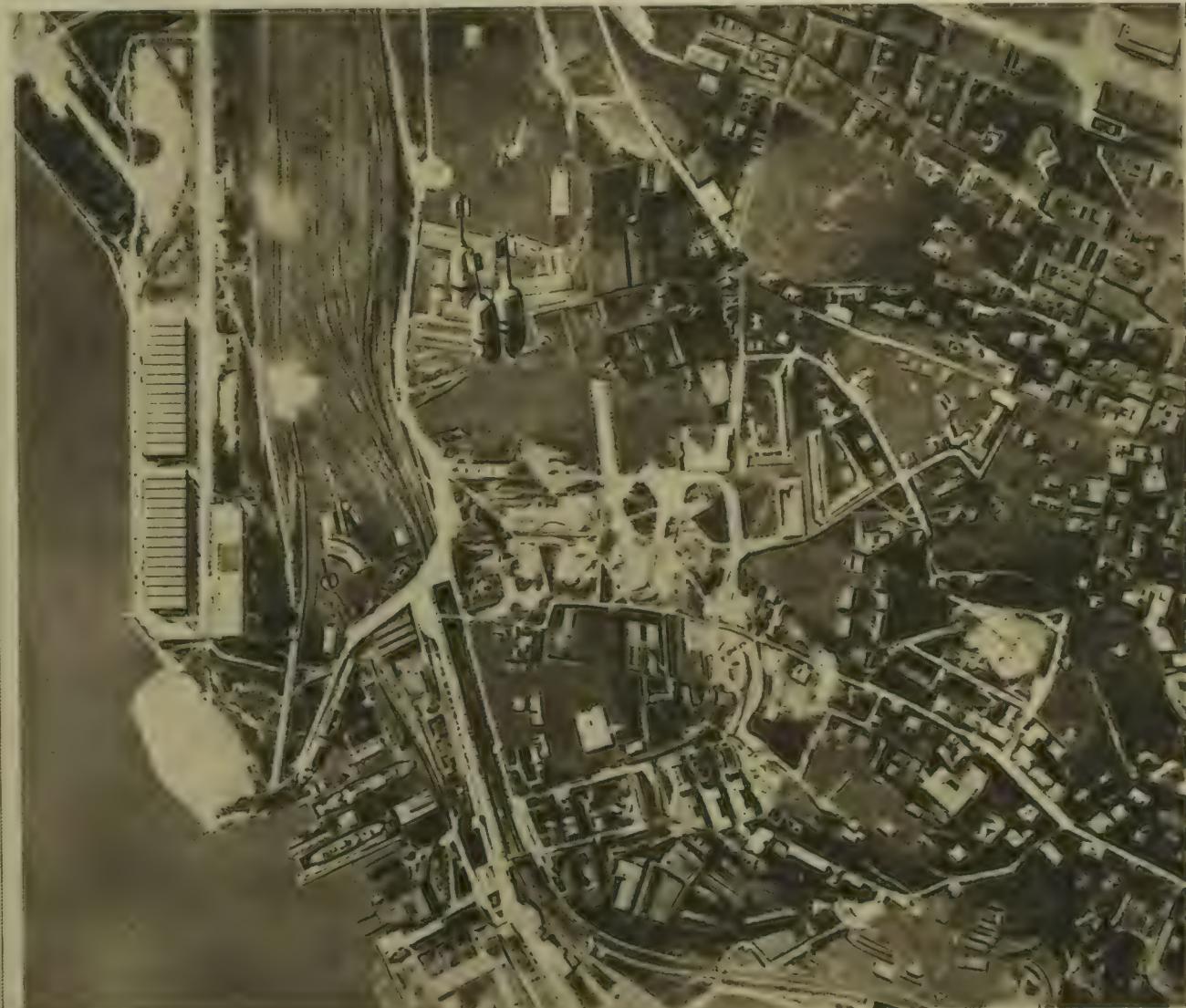
PHOTOGRAPHS SUPPLIED BY ILLUSTRATIONS BUREAU



FROM AN AEROPLANE IN MID-AIR: AN ITALIAN BOMB FALLING ON AUSTRIAN POSITIONS.



BOMB-DROPPING RESULTS PHOTOGRAPHED FROM THE AIR: ITALIAN BOMBS BURSTING ON A LINE OF AUSTRIAN TRENCHES.



BEFORE THE CAPTURE OF TRIESTE BY THE ITALIANS AND THE SUBSEQUENT ARMISTICE: THREE ITALIAN BOMBS (LAUNCHED TOGETHER ON TO THE DOCKS AND RAILWAY) PHOTOGRAPHED IN FLIGHT.

Since the cessation of hostilities the future of aviation and its diversion to civil and commercial uses has been much discussed in the light of experience gained during the last four years. The war gave an immense impetus to the science of flight, but, naturally, some of the phases which it developed for military purposes will not be required in times of peace. Among them, of course, is that of bomb-dropping, which has been brought to a high state of efficiency. We are still close enough to the days of air-raids, however, for the remarkable

photographs here reproduced to retain a grim fascination, and, indeed, they are interesting not only as illustrating the art of bomb-dropping, but even more as examples of the wonderful results obtained by aerial photography. Considering the speed at which an aeroplane travels, and that of a falling bomb, it is marvelous that so clear a record could be obtained from a camera on another machine. These photographs illustrate the bombardment of military objectives in the Austrian lines by Italian aviators.

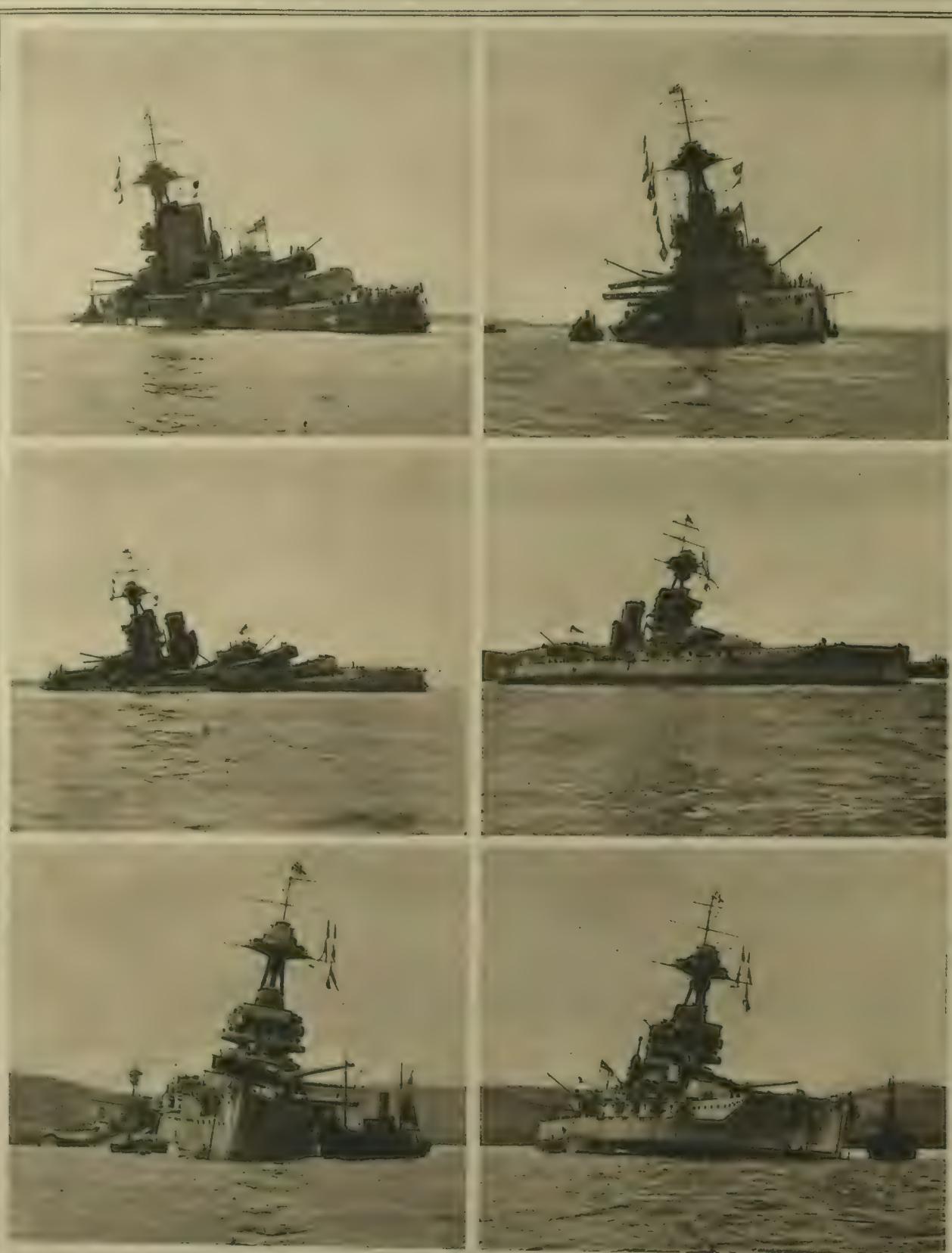


BRINGING IN THE YULE LOGS: WITH THE H.A.C. AT IMST, IN TYROL.

Describing his sketch, Mr. Julius Price writes: "The British soldier is very popular with the villagers of Imst, where the Honourable Artillery Company is stationed. Especially is this the case so far as the juvenile population is concerned, and the good-natured Tommies have taken the youngsters under their wing. Here, some of the H.A.C. are seen bringing in logs for fuel."

DRAWN BY S. BEGG FROM A SKETCH BY JULIUS M. PRICE, SPECIAL ARTIST ON THE ITALIAN FRONT. COPYRIGHTED IN THE UNITED STATES AND CANADA.

NOT A NAVAL MISHAP! A WAR-SHIP LISTED FOR GUNNERY PURPOSES.



GIVEN A LIST BY THE FLOODING OF CERTAIN COMPARTMENTS, FOR THE PURPOSE OF HIGH-ANGLE GUNNERY:
H.M.S. "EMPEROR OF INDIA" DURING HER LISTING TRIALS.

These photographs illustrate a naval manoeuvre which, to the eye of the uninitiated, presents the appearance of a mishap due to a collision or to enemy action. The vessel shown is a British war-ship, H.M.S. "Empress of India," which is seen to have a considerable list.

This has been caused intentionally by the flooding of certain interior compartments, the object being to tilt up the guns in order to give them a higher angle of fire, as is occasionally found necessary owing to the range or situation of the target.

ON AUSTRIAN GROUND: A POST OF HONOUR FOR THE H.A.C.

DRAWN BY S. BEGG FROM A SKETCH BY JULIUS M. PRICE.



THE FIRST BRITISH REGIMENT TO OCCUPY AUSTRIAN TERRITORY AFTER THE ARMISTICE: PICKED MEN OF THE HONOURABLE ARTILLERY COMPANY GUARDING A RAILWAY BRIDGE NEAR IMST, IN THE AUSTRIAN TYROL.

The H.A.C. did excellent service on the Western Front earlier in the war, and more recently, as our illustration shows, on the Italian front. In a note on his sketch for the above drawing, Mr. Julius Price writes: "In accordance with the terms of the Armistice the Austrian railways had to be placed under the control of the Allies, and very stringent precautions have been taken to guard important sectors, bridges, culverts, and so on. The Honourable Artillery Company (the 'H.A.C.'), that famous London Territorial Regiment,

has been honoured by being the first British regiment to occupy Austrian territory. The guard shown in this sketch was composed of picked men from the regiment. There was snow everywhere, and the light from the burning brazier brought out in weird relief every detail of the wintry scene, and the towering girders of the adjacent bridge, which spans a deep ravine with a roaring torrent far below. The markings on the signal disc are of ground glass, and show the light inside; the front also shows the light."

SEA CAMOUFLAGE AGAINST U-BOATS: THE ART OF "DAZZLE-PAINTING."

THE CENTRAL PHOTOGRAPH BY ILLUSTRATIONS BURRAS.



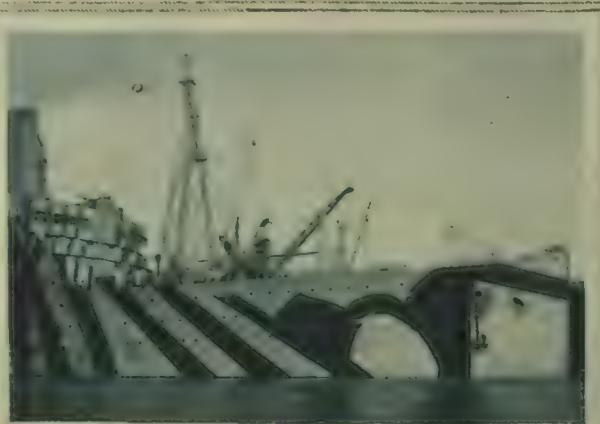
A FAMOUS "HUSH-HUSH" AEROPLANE-SHIP PAINTED WITH A "DAZZLE" DESIGN: H.M.S. "FURIOUS" WITH HER HULL CAMOUFLAGED.



A SISTER SHIP OF THE "LUSITANIA" CAMOUFLAGED: THE GREAT CUNARDER "MAURETANIA" PAINTED WITH A "DAZZLE" DESIGN.



ZEBRA STRIPES THAT BEWILDER THE MOST EXPERIENCED NAVIGATOR: "DAZZLED" MODELS WHICH APPEAR TO BE EACH ON A DIFFERENT COURSE, BUT ARE REALLY ALL ON THE SAME.



THE STARBOARD BOW OF THE "AQUITANIA" WITH A BOLD "DAZZLE" DESIGN: ANOTHER GIANT CUNARDER CAMOUFLAGED.



SUGGESTIVE OF FUTURISM OR CUBISM: THE "PATHAN" IN HER "DAZZLE" PAINT OF STRIPES, ANGLES, AND QUADRILATERALS.

The object of that form of sea-camouflage known as "dazzle-painting," as explained in an article in our issue of December 14, is not to render a ship invisible, which has been found impossible, but to break up her apparent form and confuse her lines, by the use of strongly contrasted tones, in such a way as to upset the calculations of a hostile submarine-commander. Experience during the war has shown that the bewildering effect

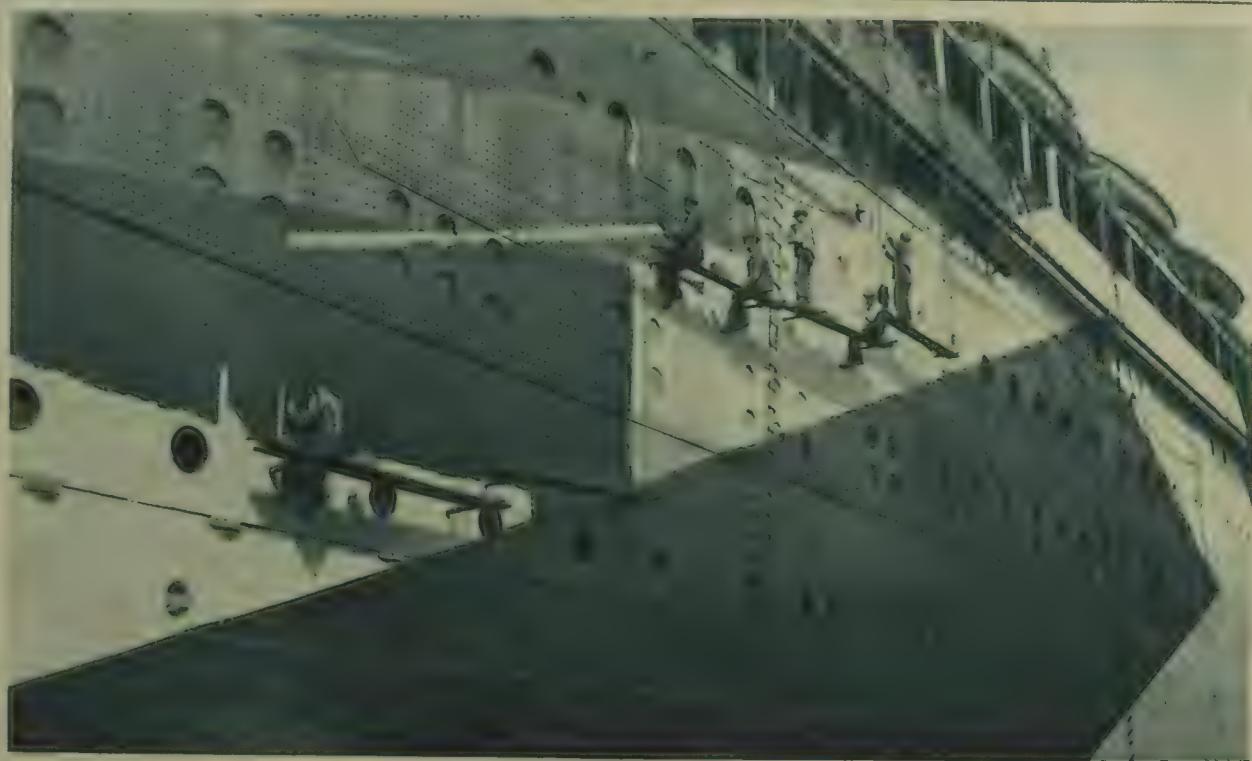
of these bold and eccentric designs is very marked, and in the last eighteen months the system has been applied to almost every merchantman at sea, as well as to a large extent in the Allied Navies. The originator of "dazzle-painting" was Lieut.-Commander Wilkinson, the well-known marine painter, who has been assisted in his work by a fellow artist, Lieut. Cecil King. Commander Wilkinson's scheme was submitted to the Admiralty

{Continued opposite}

"DAZZLE-PAINTING": A BRITISH ART OF CAMOUFLAGE BECOME UNIVERSAL.



WITH AN INTRICATE "DAZZLE" DESIGN ON HER HULL AND FUNNELS: THE GREAT WHITE STAR LINER "OLYMPIC" CAMOUFLAGED TO DECEIVE U-BOATS.



SEA-CAMOUFLAGE INVENTED BY A BRITISH MARINE ARTIST AND NOW APPLIED TO ALMOST EVERY SHIP AT SEA:
"DAZZLE-PAINTING" THE SIDE OF A LINER.

Continued.

in 1917, and the first experiment was made on the store-ship "Industry." Fifty transports were next painted, with good results, and eventually "Dazzle" camouflage was made compulsory throughout the British Mercantile Marine. A special staff of painters was trained at the Royal Academy, and branches were opened at various ports, with demonstrations by means of models. Practically every Allied maritime nation has sent men to

be trained at the Dazzle section at Burlington House. Commander Wilkinson went over to America at the request of the U.S. Navy Department and the Shipping Corporation, and his method has been adopted by the United States, France, and Italy. The original idea was ingenious, and affords one more proof of the practical possibilities dormant in art when it is exploited, as in this case, by an expert.

SCIENCE JOTTINGS

IN QUEST OF THE BOOK.

OF SACRED SCIENCE.



GODDESS OF WISDOM AND HER CHILDREN—A PAPER WHICH WAS WRITTEN IN THE NAME OF THOMAS SPEDDING.

AFTER-THE-WAR PROBLEMS.

THE air is humming with "after-the-war" problems—the restoration of our industries, the creation of new ones, housing problems, back-to-the-land schemes, and the betterment of the conditions of the working-classes. All these are tokens of our virility, proofs that the unprecedented strain of the last four years has in no way sapped the vigour of our mental grasp of affairs. On the contrary, it seems to have quickened our perception, enabling us to look ahead with an almost inspired vision. These, however, are problems for the economist. But there are others, assuredly no less important, which come rather within the province of the biologist, since they demand a more intimate first-hand knowledge of the human body and the factors which govern its well-being. Yet we see no sign of recognition as to these aspects of reconstruction and regeneration, which most emphatically cannot be ignored.

The labours of the economist indeed, if they are to have permanent value, must be founded on the findings of the physical anthropologist, the eugenist, and the psychologist; and the work of these, in turn, must be founded on the knowledge which has been gained of organisms lower in the scale of evolution. Knowledge is power. The more we know of man's origin and his relation to the "beasts that perish," as well as of the sources of his passions and desires, and the more widely this knowledge is diffused, the more surely shall we secure that betterment of the race and the social progress and well-being which is the professed aim of the economist. So far, however, he has given no sign of awareness of the existence of these factors in the scheme of social polity.

No time is to be lost in making an endeavour to remedy this state of affairs. And to this end efforts must be made to awaken a general interest in themes of such vital importance to us all. Much may be done in our museums in this regard. In the British Museum of Natural History I hope to see, in the near future, the story of the origin of man, and the evolution of the British race, set forth so that he who runs may read. But fully to appreciate the facts set forth on this head it will be necessary to provide a standard of comparison with at least the principal races of mankind, past

and present. The work, indeed, has been too long neglected. In this matter we are behind the times. Even the hateful Huns have been before us. For there will be found in the

past few years has been written. Unfortunately, this is a theme which tempts the amateur "social reformer" to adopt it with enthusiasm, without in the least realising that he has no sort of qualification whatever to discuss it. A great deal of clotted nonsense has in consequence found its way into print in this country, more especially in regard to the fall of the birth-rate. But we are not alone in this. Our American cousins have committed worse sins, for they have even gone so far as to enforce some of their crudest dogmas by legislation.

The problems of "Nature and Nurture," of the relations of the sexes, of "fitness" for the married state, and of divorce are not such as may be safely left to ecclesiastics and dilettante "reformers." Tremendous issues hang thereon, and they must be tackled seriously, with a first-hand acquaintance with the factors underlying them. But of no less importance is the dissemination, in their regard among all grades of society, of the essential facts. In the immediate future, the matter of the birthrate and who should marry is bound to become one of the burning topics of the day, and this will at least give us the measure of how little it is really understood. But this gauge will be valuable, for it will show in what directions information is most needed.

Finally, there is the psychological aspect to be reckoned with. Our late lessons in "Kultur" will demonstrate the importance of a closer study of the effects of our mental environment, and its influence on the ideals of the race. It will help us to understand how it is that so many of us are thinking more of our "rights" than of our duties toward one another. That the problems cited at the beginning of this article are such as brook no delay goes without question. But it by no means follows that they are of more importance than those which have their

roots in the more recondite field of biology. The contrary is indeed the case, for in these we have the clue to all the evil, as well as to all the good, that is in us; and therein we have, in turn, the clue to what is needed to attain to that state of harmony which is so imperatively necessary to national stability and well-being.

W. P. PYCRAFT.

GIVING HER HER WAR-PAINT: "DAZZLING" A BRITISH SHIP.

(See other Illustrations in this Issue.)

Berlin Museum a better collection illustrating the physical anthropology of the native races under British rule than is to be found in our own museums. A standard of comparison being thus provided, it will be possible to create a standard of physical fitness which, as a nation, we might strive to attain and maintain. On the subject of eugenics much during the

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LADIES' NEWS.

PROBABLY the most welcome news this week will be that of the sales, most of which open on Monday. As there will certainly be no appreciable fall in prices for a long time to come, these will offer opportunities for sound investments. Accordingly, I will, in the small space at my disposal, give some of the information I have been able to glean from first-rate houses.

Gowns, coats, hats—in fact, everything from Marshall and Snelgrove's, Oxford Street and Vere Street—bear the value of exclusive style and of extraordinarily fine quality. The sale is rigorously kept to their own stock, so that the benefit of these qualities is extended to purchasers at the very remarkable reductions which will rule in all departments. Specially I would mention crêpe-de-Chine jumpers, which are in the loveliest shades, daintily hem-stitched, and of the latest cut and style, the price being 29s. 6d. Very handsome and useful are smart velvetine coatees, beautifully cut and smartly trimmed, at 49s. 6d. There will be a number of model blouses at greatly reduced prices. Tailored shirts will be sold for 21s. 9d., and blouses in various fine fabrics from 28s. 6d. In dressing-gowns and tea-gowns there are also real bargains. The hats and furs will also prove attractive to those with Christmas presents to invest. The sale begins on Monday next, the 6th.

Whatever else may come down in price, Irish linen will assuredly not do so for months to come. It is, therefore, welcome news that at Robinson and Cleaver's Linen

Hall in Regent Street, damask table-cloths, napkins, bed-linen, handkerchiefs, lingerie, blouses, men's shirts, pyjamas, underwear, socks, uniforms, etc., are being sold under the actual cost of manufacture. The Winter Sale at this establishment began on Monday, the 30th ult., and is now in full swing. The stock is large, and there are bargains for every day. A mistletoe circular design, double damask table-cloth, two yards by two, for 37s. 6d., is one example of very many fine investments. Hem-stitched towels, huckaback with damask border, at 6s. 6d. a dozen, will make unsailing appeal to the house-mother. Linen sheets, two yards by three, for single beds, at 8s. a pair, and for 9s. 6d. for double beds, is an example of values offered in bed-linen. Throughout every department the opportunities are equally good.

A sign of our Victory times that everyone will welcome is that Debenham and Freebody's great house and favourite shopping rendezvous will henceforth be open on Saturdays. Also the Winter Sale will begin there on Monday, and continue until the 18th. Beautiful tea-gowns, which serve admirably for seasonal festivities at home or with friends in the evening, are being sold at great reductions. Of these there are many examples, one more fascinating than another. Some are of black georgette, finished with silver-tissue brocade; others are of rose-hued satin, with pinafore effects in gold brocade; many are in delicate and lovely shades of supple velvet, delightfully treated and very handsome. Chiffon-velvet boudoir gowns in rich colours, trimmed with swansdown, are dainty and becoming. There is wonderful value in blouses. A number in floral crêpe-de-Chine, which were 29s. 6d., will be sold at 18s. 9d.

Coatees in crêpe-de-Chine, lined and faced with silk, in various styles, will be reduced to 6s. 6d. Ceylon flannel blouses in very pretty designs, which have sold for 29s. 6d., will be cleared at the sale for 15s. 9d.

A Peace Year Sale, which began on Jan. 1 and will continue to Feb. 28, is now proceeding at Burberry's well-known house in the Haymarket. It affords to men and women who have been demobilised a most favourable opportunity of purchasing "civvy" clothes of the best and smartest kind, with the cachet of this famous firm to them, at very moderate prices. Sports gowns in Burberry gabardine, lined with proofed check, which were 12 guineas, are being sold for half that price; and walking-skirts in tweeds and Burberry gabardine, which were 7 guineas, can now be acquired for 7s. The celebrated coat of the firm, and its namesake, sold ordinarily at 5 guineas, is now 7s. 6d.; and the Tielocken, in Burberry's proofed tweeds, which are normally 8 guineas, will at the sale be 8s. 6d. Similar opportunities are available on the men's side of the establishment, which will be useful to women wanting to make presents to husband, son, or brother.

The Winter Sale at Shoolbred's favourite establishment in the Tottenham Court Road is unlike its fellows. It will be for three days only, and those three are dates to make a note of Jan. 13, 14, and 15. Whoever goes shopping to Shoolbred's on any or all of these days will do exceedingly well. The special value will be offered in every department, and it is value that will be greatly appreciated. In furs, costumes, coats, dressing-gowns, blouses, there will be plenty of bargains—really bargains.

SUBMARINE "STRAFING" AT 74.

Mr. Justice Hill and Mr. Justice Roche, sitting at a different Court for the trial of Admiralty actions, yesterday, had before them and witnessed two naval officers, who were wounded distinction by courageous service against German U-boats.

In the first case the witness was Captain Angus Keith, who was awarded the D.S.C. for rescuing a crewman of the "O'Brien" who was missing in action during officers of a transport. The second witness was Captain W. B. Webb, aged 35, who on his 7th tour of duty was awarded the D.S.C. He also breeds the O.B.E. for other war services.

This cutting exemplifies only one of many deeds of heroism performed by the men of the Merchant Service during the War.

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ARMORIAL STAINED GLASS.
MEMORIAL TABLETS,
Sketches and Designs for all purposes.

Continued.
because they are the best goods at exceptionally low prices. Requisites for the house, such as linens, curtains, and carpets, will also be sold at prices most favourable to the purchasers; and if they are Shoobred's they are certain to be first-rate.

For those who wish to replenish their chuna-closets and linen-chests, or to buy really good glass at moderate price, the sale at Waring and Gillow's palatial establishment in Oxford Street will furnish ample opportunity. Five hundred English glass decanters for sherry, port, claret, and champagne, will be offered from 3s. 6d. to 7s. 6d. each; they are etched or plain, and even before the war could not have been purchased at these prices. Finest Staffordshire-ware dinner-services, with a design of blue or pink ribbon and dainty sprays of pink roses with delicate green leaves, the covered pieces having gilt edges, will be offered; a service of ten pieces usually priced £10 11s. 6d. will be at the sale £8 15s. 6d. For 52 pieces the sale price is £3 5s. 6d., instead of £4 18s. 6d. In Royal Worcester china there are 500 white china plates at 12s. 6d. A sample of these will be sent post free; also pudding and soup plates at similar low prices. The sale begins on Monday, Jan. 6, and continues for fourteen days; and is observed in the drapery, linen, glass, and china departments.

A sale at Liberty's, a house of world-wide fame for beauty of fabric and design and for good value, is always pleasurable anticipated. It begins on Monday next, the 6th inst., and will prove remarkably well worth visiting. Four hundred dress-lengths of floral voile, in many delightful colours and dainty designs, will be marked at 10s. 6d. each; 2750 yards of shadow taffeta in soft rich effects, which sold for 4s. 11d. a yard, will be offered at 3s. 6d. a yard. In cretonne, 3500 yards of it—strong, serviceable, and in handsome designs and colourings—will be sold at 1s. 11d. instead of 2s. 11d. a yard. There is a great selection of trial pieces, sample lengths, and remnants of Liberty silk, satins, velvets, velveteens, etc., and other specialties for dresses, or brocade or tapestry for furnishing purposes, will be sold at bargain prices.

All roads will lead to Harrods' on the 13th, when the one week's great Winter Sale of that celebrated house will begin at 9 a.m. of the clock. Nothing is offered at this sale but Harrods' own first-rate quality stock, and the reduction in every department makes visiting the sale a matter of real economy—as necessary now as it was in war time. When economy and the nicest of everything at great reduction walk hand-in-hand, as they do at Harrods, then to walk in company is to go a very pleasant way.

A. E. L.



A WARM DRESS FOR CHILLY WEATHER.

The greater part of it consists of beige cloth. Its trimming is beaver fur, besides which it has a cute little panel in front made of black cloth embroidered in gold.



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OF all things we value in life, GOOD HEALTH is the most valuable. How can we get the BEST out of life if that life is marred by ill-health, the crippling pains of Rheumatism, the torture of Gout, and the innumerable disorders and ailments human flesh is heir to?

The CAUSE in a large majority of cases is that accumulation of Uric Acid in the system prevents the various organs of the body from satisfactorily performing the task allotted to them by Nature.

The REMEDY is to rid the system of the Uric Acid Poison that is clogging it, and URODONAL, the unrivalled Uric Acid solvent and eliminator, alone can do this thoroughly and effectively.

Price 5/- and 12/- per bottle.

Prepared at Châtelain's Laboratories, Paris. Obtainable from all Chemists and Stores, or direct, post free, 5/- and 12/-, from the British Agents, HEPPEL'S, Chemists, 164, Piccadilly, London, W.1. Full descriptive literature sent post free on application to HEPPEL'S.

THE PLAYHOUSES.

"THE BABES IN THE WOOD." AT DRURY LANE.

FOR the Drury Lane pantomime to be out of key with public events and the public mood would have been a misfortune, but the Armistice came in time for Mr. Arthur Collins to make his arrangements; and so in relief to the drolleries of his story of "The Babes in the Wood," handled mainly in the spirit of broad humour, we obtain his exquisitely beautiful spectacle of the "Pageant of Peace." Free from any garish touches or crudeness in colour—indeed white in its masses, against the purity of which, as background only, the colours of the various Allies are permitted to show up—it achieves splendour and dazzling brightness without once making any mistake of taste or failing to symbolise successfully the sentiments of the time. More conventionally picturesque, but rich in life and movement and warm tints, are the scenes of the French market square and the imposing Banqueting Hall, while views of devastated France serve as a reminder of the grim past. Very comic in the old Nicholls-Campbell fashion are Messrs. Will Evans and Stanley Lupino's obstreperous Babes, with their perambulator and bedroom scene antics, their mock operatic number, and a topical duet rendered while they are perched on mammoth mushrooms; and again, with their unorthodox handling of the Robbers' episode. No less laughable are the Brothers Egbert as the Robbers, or the Boganny Troupe in grotesque feats of acrobatic dancing; while we have the quaintest of Maid Marian in the person of Miss Lily Long, who in story, song, and dance has already made herself a favourite with Drury Lane audiences. Other favourites also reappear, such as Miss Florence Smithson and Mr. Harry Claff, both singing at their best; and Miss Marie Blanche, who supplies some pretty declamation; while, to say nothing of the wondrous gyrations of M. Wania and Miss Kathleen O'Hanlon, there is a dog, impersonated by Mr. George Green, which will win the hearts of every child playgoer.

"CINDERELLA." AT THE LYCEUM.

At once merry and dainty, with fun and sentiment alternating in the right ratio, following correctly enough the lines of the best of all fairy stories, and yet not dwelling too long on any particular episode, so that it can boast of constant pace and variety, the Lyceum version of "Cinderella" merits all the popularity which the packed state of the theatre on Boxing Day and the enthusiasm of the audiences seem to guarantee. Its stage-sets, especially those of a forest glade, the fairylane ballet, and the Prince's ball, are full of charm or brilliance. Its fur—with such screamingly comic ugly sisters as those of Messrs. Dave

(Cont'd. overleaf.)

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Overcomes
Constipation.

Prevents
Hæmorrhoids.

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The complete treatment for the "re-education" of the intestine usually extends over six months. It can be prolonged, if necessary, without the least inconvenience. It is never contra-indicated, does not become a habit, and is suitable for sufferers at all ages and in all circumstances.

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JUBOL, Price 5/- per box (complete course of 56 boxes, 29/-). Prepared at Châtelain's Laboratories, Paris. Can be obtained from all Chemists and Drug Stores, or direct, post free, 5/- & 30/-, from the British and Colonial Agents, HEPPEL'S, Pharmacists and Foreign Chemists, 104, Piccadilly, London, W.1, from whom can also be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

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sent on
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The Rusitor is made in soft, lightweight wool coatings. Double-breasted, it amply covers every vulnerable part, and from collar to waist the lining is warmly quilted. The remainder of the coat is lined in the ordinary manner, so as to allow perfect freedom when walking.

**Complete Military or Multi Kits
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Little Jack Horner
Sat in the corner,
Unwilling to go to bed,
But a PRICE'S
NIGHT LIGHT
Put everything right,
"I'm a good boy now,"
he said.

Price's Night Lights

BOARDS

provide a safe, cleanly, steady-burning light.

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"ROYAL CASTLE." "PALMITINE STAR." "CHILDS."

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His Bottle of
Savory & Moore's Food.

SAVORY & MOORE'S FOOD

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Lotus

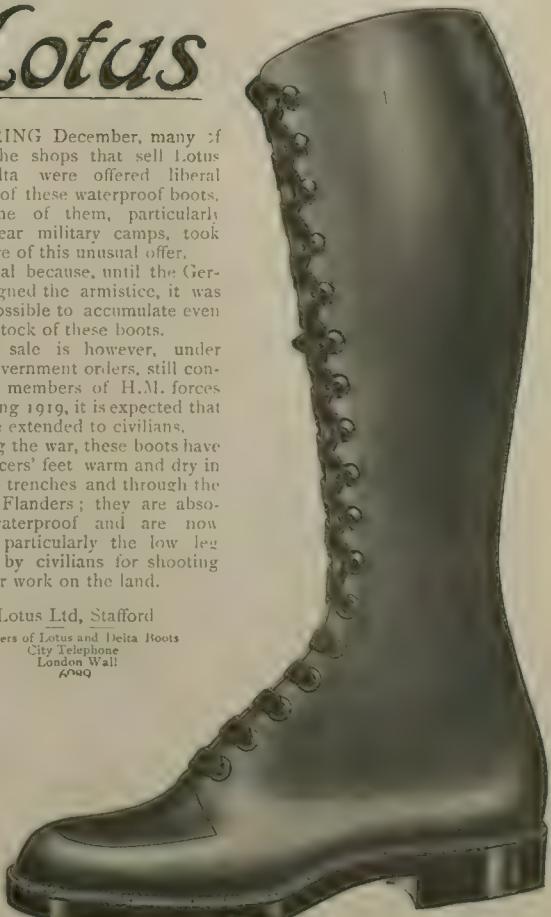
DURING December, many of the shops that sell Lotus and Delta were offered liberal supplies of these waterproof boots, and some of them, particularly those near military camps, took advantage of this unusual offer.

Unusual because, until the Germans signed the armistice, it was never possible to accumulate even a small stock of these boots.

Their sale is however, under strict Government orders, still confined to members of H.M. forces but, during 1919, it is expected that it will be extended to civilians.

During the war, these boots have kept officers' feet warm and dry in cold wet trenches and through the mud of Flanders; they are absolutely waterproof and are now wanted, particularly the low leg pattern, by civilians for shooting or golf or work on the land.

Lotus Ltd., Stafford
Makers of Lotus and Delta Boots
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Continued. O'Toole and Arthur Nicholas, a Buttons so ubiquitous and so acceptable with his improvisations of burlesque as Mr. George Bass, a Baron so genially hard up as Mr. Tom McNaughton renders him, and a steed of a "moke" which makes the family's journey home from the ball a succession of gloriously farcical moments—is just the sort of fun wanted in a full-blooded popular pantomime. The charming Cinderella is matched with a handsome partner in Miss Lonic Beckman's Prince and as the Prince's valet, Dandini, Miss Alice Lloyd sings and acts with characteristic spirit.

"BUZZ-BUZZ" AT THE VAUDEVILLE

There must be an element of daring in your revue if it is really to deserve its name, and not to be a pale reflex of the musical comedy it has more or less supplanted; and there is daring enough to shock some good folk in Messrs. Arthur Wimperis and Ronald Jeans's new Vaudeville entertainment, "Buzz-Buzz." Not that the Puritan has real ground for offence; the fun is too high-spirited for that. But the humour of the revue is full of surprises, and its surprises are consistently humorous and bold. "Coupons for Kisses," for instance, is a scene which the French theatre could not better in its daintiness and audacity, while the parody of a revue, as it has been done elsewhere, is one long scream of laughter. So also is the burlesque of the "Merchant of Venice" trial act, with our war-rationing predicaments as its basis; so, again, is the episode in which Mr. Nelson Keys, with the advantage of being at close quarters with his audience, gives us the drollest imitations of imitations. Miss Margaret Bannerman plays admirably up to such a leader; and Mr. Caleb Porter, Mr. Walter Williams, and Miss Gertrude Lawrence all make happy contributions to a show in which Mr. Herman Darewski's melodies and Mr. Arthur Weigall's costumes are telling features.

"WHERE THE RAINBOW ENDS" AT THE VICTORIA PALACE.

Our Yuletide holidays would scarcely be like themselves if that evergreen story for children, "Where the Rainbow Ends," were not on the play-bill list, for with its combined appeal to imagination and patriotism, its picture of a fairy-world in which St. George acts as champion of adventurous youngsters, it has made a place all its own in juvenile theatre-goers' esteem. This time our patron saint and his youthful protégés have found a home for themselves at the Victoria Palace. The performance is



RELICS OF CARNIVAL TIME? FIGURES FOUND AT DOUAI
BY THE ALLIES—[French Official Photograph.]

well up to the level of those of previous years. Miss Stella Bonheur's Will-o'-the-Wisp and Miss Ivy Pike's little heroine, Betty, being sure to be voted favourites.



ON A MAIN LINE IN NORTHERN FRANCE: THE EXPLOSION OF A GERMAN "BOOBY-TRAP."—
French Official Photograph.

OTHER CHRISTMAS ATTRACTIONS.

At the "Old Vic" there have been representations of the Coventry Nativity Play, with its quaintly rustic shepherds, its comic Herod, and its devoutly told story, set off with picturesque costumes and aptly chosen music; while at the Margaret Morris Theatre in Chelsea there is an innocent little entertainment which unspoilt children will heartily appreciate, composed of one of Grimm's old tales, Hans Andersen's "Princess and the Swineherd," and an unconventional "Cinderella" ballet in which tiny Miss Gwendoline Toms and many other clever young performers act with a freshness that the most highly trained art could not improve upon.

"PETER PAN" REVIVED, AT THE NEW.

For children the charm of "Peter Pan," and its romantic atmosphere of pirates, mermaids, and Redskins, is perennial; overwhelming, and complete in itself; for them it is the realisation of their dreams, and the players do not exist apart from their parts or save as aids to their pleasure. And there is no sound that brings so much joy to the critic as the eager chatter that anticipates the rise of the curtain or the bursts of childish laughter and excited comment which punctuate the progress of this most beloved of fairy-tales. For the adult playgoer the interest of the annual revival—and it may be remarked that Sir James Barrie's hero is now in his fifteenth year—depends not a little on the inevitable variations of cast; we are all conservatives in the playhouse, and a new Peter or a new Wendy has to run the gauntlet of our memories of their predecessors. The Wendy this time is not absolutely new; Miss Isobel Elsom has played the part already, and hers is a pleasant Wendy, though lacking the winsomeness and old-fashioned air of Miss Hilda Trevelyan's interpretation. But there is a new Peter, Miss Faith Celli, the dream-child of "Dear Brutus," taking up the rôle and restoring to it something of that suggestion of wistfulness, loneliness, and fantasy we got from the original Peter. The pirate captain of Mr. Julian Royce is a full-blooded, impressive enough villain, but the humour has to come from the audience rather than the stage. There is even a new Smee, Mr. Shelton at last giving place to Mr. Anson, and being missed despite the competence of his successor. But these points do not exercise young playgoers' minds; for them the play's the thing and the children in the play. Both can be praised.

As beautiful as hair can be!

"You simply comb it thro'"

HOW TO PREVENT IT FROM GROWING GREY

THERE is no occasion for you to look unattractive or prematurely old because of grey, streaked with grey, white or faded hair. Don't let this condition, with its look of age, rob you of your youthful beauty and the wonderful opportunities which life offers. No matter how grey, prematurely grey, lustreless or faded your hair might be, Hindes Hair Tint will revive the colour glands of Nature—promote a healthy condition of the hair and scalp—and cause all of your grey or faded hair to become evenly dark, soft, lustrous and beautiful. This preparation is not an ordinary hair dye, but an elegant toilet requisite, which is easily applied by simply combing it through the hair.

Hindes Hair Tint is permanent in effect, natural in shade, washable and undetectable, and is guaranteed harmless by the highest medical authority. A medical certificate accompanies each bottle.

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We apologise to numerous regular users of Formamint who complain that their chemists are constantly "sold out."

The demand is out of all proportion to the supply, but our factories are working day and night, and we are applying for special facilities to increase the output.

Meanwhile we can only warn the public against counterfeit Formamints which are sometimes offered as the real thing. There is nothing the same as genuine Formamint, and every bottle bears our name and address on the label: Genatosan, Ltd. (British Purchasers of the Sanatogen Co.), 12, Chenies Street, London, W.C. 1. (Chairman: The Viscountess Rhondda.)



Money May Bring You 5 per cent.

GOOD HEALTH is Your Best Investment

THOSE forms of capital named money, scrip, or land may bring in 5 per cent. interest. Good Health is an investment which brings forth a hundredfold in happiness, usefulness, influence and wealth.

For this reason, care of the body and the maintenance of the health should be studied as a fine art. With the help of Ker-nak this task is an easy and pleasant one.

The superiority of Ker-nak from a medicinal standpoint, and its greater suitability for sickness contracted under present-day conditions, have bestowed on Ker-nak the proud title of the Family's Favourite Prescription. Ker-nak is a natural and soothing medicine which marks an important step in

advance of old-fashioned purges and pills, and it has the great merit of being entirely free from the nauseous mineral drugs which enter so largely into the composition of ordinary pills. Ker-nak is a gentle laxative and tonic, but it is not a purgative.

If there is a flaw in your liver or digestive organs, Ker-nak will find and repair it. If your blood is impoverished, Ker-nak will enrich it, and completely build up your vitality.

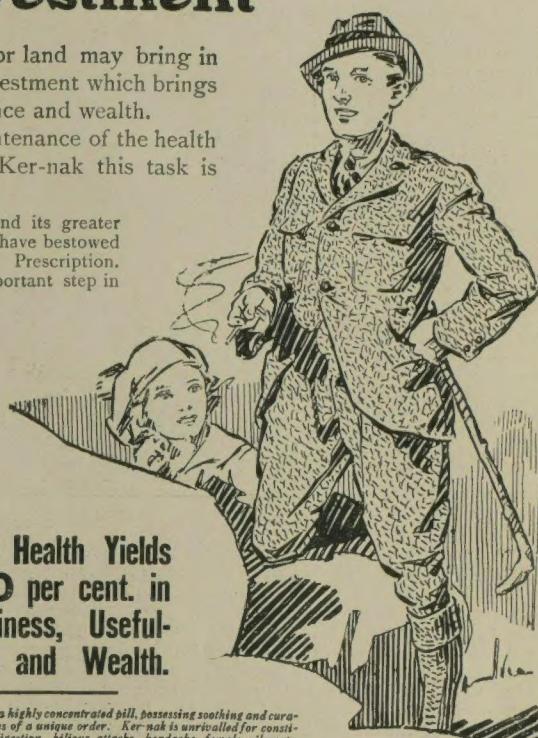
The return of a healthy appetite, the complete disappearance of those sick headaches and bilious attacks, a marked improvement in the complexion, freedom from shivering fits and "liverishness," perfect bowel action, greater energy and a brighter outlook on life—these are some of the welcome benefits derived from taking Ker-nak.

Ker-nak

MAKES YOU BETTER & KEEPS YOU WELL.

**Good Health Yields
100 per cent. in
Happiness, Useful-
ness and Wealth.**

Ker-nak is a highly concentrated pill, possessing soothing and curative qualities of a unique order. Ker-nak is unrivaled for constipation, Indigestion, bilious attacks, headache, female ailments, liver, stomach, and bowel troubles and many ailments brought about by change of season. 1/3 or 3/- a box at all Chemists' and Drug Stores, or from The Ker-nak Natural Remedy, Ltd., Jewett Lane, Leeds.



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MOTHERSILL'S SEA-SICK REMEDY IS INVALUABLE, IT POSITIVELY PREVENTS & CURES SEA, AIR, & TRAIN SICKNESS No bad after-effects.

GUARANTEED OR MONEY REFUNDED
MOTHERSILL REMEDY CO., LTD.,
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Clear Skin, Bright Eyes, the Liver active and well

You will feel young and full of vigour if you take Carter's Little Liver Pills. Keep them on your dressing table and take a dose the moment you begin to need a liver and bowel regulator.

Don't wait for dizzy, bilious headaches, disordered stomach or sallow, blotchy skin to trouble you. Be well all the time!

Children take them without fuss.

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Small Pill, Small Dose, Small Price.

GENUINE must bear signature

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MINUTE TO STROP! MOMENT TO CLEAN

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CLEMAK SAFETY RAZOR CO.
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THE CHRONICLE OF THE CAR.

The Release of Petrol. Apparently it is not the intention of the Board of Trade to revive the Motor Spirit (Consolidation) and Gas Restriction Order, which is suspended until the 10th inst. The effect of this will be that car-owners, although they will still have to obtain their petrol under licence, will be able to use it for any purposes they desire, and can travel by car to any distance. Applications for licences must still be made to the Petrol Control Department, 10, Berkeley Street, W. It would seem from the terms of the announcement—that it is not particularly clear on the point—that all and sundry will automatically be granted licences to purchase petrol, and that the licensing scheme is to be retained for the single purpose of levying the super-tax of sixpence per gallon. This is an impost that will have to be taken off if mechanical transport is to have an earthly chance of proper development. The price of petrol is absolutely prohibitive of motoring except by the wealthy. It was reduced, it is true, on Wednesday by a further 3½d. per gallon; but, even so, the No. 2 grade still costs 3s. 2½d. per gallon, and the No. 3 as much as 3s. 1½d. a gallon. Compared with the pre-war price of about 1s. 4d. per gallon, this is simply ruinous. Nor do I see much hope of relief from benzol or the alternative fuels so far as the price question is concerned. One cannot forget the dictum of the head of one of the greatest of the petroleum groups when giving evidence before the Fuel Committee of the R.A.C., that the price of petrol is "what you can get for it." The same line of reasoning applies equally to benzol and the rest. If petrol is easily saleable at about 3s. per gallon, it is difficult to see the rest of the parties interested in fuel asking for less until

the time comes when supplies exceed the demand. And I am afraid that will not be for a very long time.

The League of Motorists.

The Motorists' Protection Association which it was endeavoured to form some months ago seems to have now taken shape under the title noted at the head of this paragraph. I must say that I am still unable to see the necessity for this further increase in the number of associations. Agreed that neither the R.A.C. nor the A.A. have done all they might for the motorist, it still appears

of opinion could be created—as it could—within the two older bodies to force the union which has been discussed during the past few months, we could have an exceedingly powerful organisation all ready made and in working order. Obviously, this would be better than the construction of new bodies, which must take years to get to any real position of power. However, there are a number who do not appear to think this way, and are all out for a really "democratic" motoring society. The complaint is made that the others only represent the moneyed side of motoring, while the humbler units are not provided

for in any way. That is really not quite correct; but even if it were, and as the aforesaid humbler folk are very much in the majority, it ought to be easy, if there were enough interest, to reform the others, and so save a lot of trouble. Personally, I would do a lot of work in the effort so to reform them, where I would not support a new and untried affair; and I imagine the League of Motorists will find there are many like me.

Post-War Car Prices.

A question I am frequently asked is that of how the prices of post-war cars are likely to compare with those ruling in 1914. In every case I am bound to answer that, while they will be substantially



FROM MUNITIONS TO MOTOR-CARS: THE LAST SHELL.

The Wolseley Motor Works have finally closed down the manufacture of munitions of war, and are resuming that of their well-known cars. After the making of the last shell, which the workers decorated with a small Union Jack, the Managing-Director, Mr. A. McCormack, addressed the workers, some of whom are seen in our photograph, thanking them for their co-operation and loyalty during the trying years of the War.

to me that it would be better to reform what we have from within than to scrap all the existing organisation and throw to the winds all the results of the work accomplished over a long term of years. Of course, there will, in fact, be no scrapping of anything, for the reason that the two associations named have taken root too deeply to be dismissed from the affairs of motoring; but it follows of necessity that it is the aim of the new League to flourish at the expense of the others. My own view of the matter, for what it is worth, is that if a sufficiently strong body

higher, for reasons which are obvious, it is impossible to say by how much. Even the makers themselves are not able to tell me, so it is very clear that it is impossible for me to say. After a time prices will, I think, fall substantially on account of the vastly increased facilities for production; but that will not be for perhaps a couple of years. Therefore, the motorist who has made up his mind to order a car had better do so at once. It will certainly not pay him to wait for the drop which I believe will ultimately come.

W. W.

The beautiful dancer, Miss Hylda Lewis, writes:—



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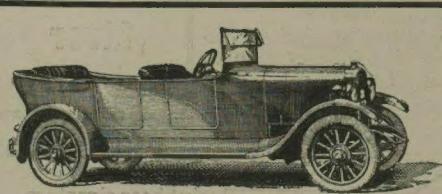
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ABSOLUTELY SANITARY. Projecting glass neck. Leakage into case when pouring prevented by rubber ring, instantly removable. Easy to keep clean. Inexpensive to replace.

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The car that will continue to set the fashion to the motoring world.

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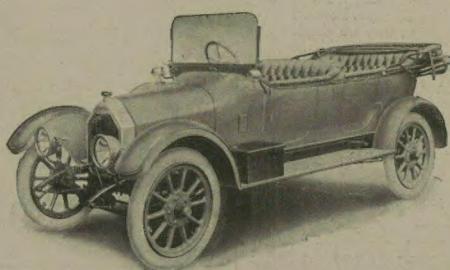
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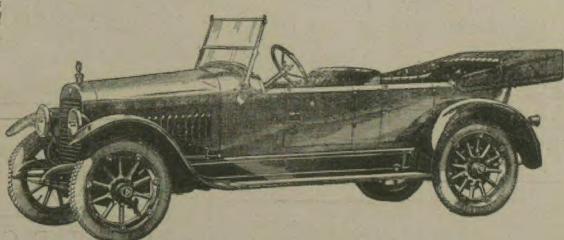
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NEW NOVELS.

"Blue Aloes." "Blue Aloes" (Hutchinson) contains a quartette of lively stories in the Rhodesian setting that Mrs. Cynthia Stockley manages so well. South Africa, as she sees it, would appear to have features in common with the Anglo-India of Mrs. Hawksbee's circle. There are the same gay, conscienceless ladies; the same skittish matrons and flower-like maidens at issue over the amorous male. It is all very attractive, and rather vulgar—and the begonias and the roses and the cacti, the sunsets and moonrises, accentuate both these characteristics of Mrs. Stockley's work. Does anyone remember how "Ouida" used the Riviera? Here is a lady with much of that genius's generosity in word-painting—and, it should be added, in plot-making too—lavishing Table Mountain, and the vast karoo, and the diamond mines upon her readers. They will not, we think, be unresponsive, or set "Blue Aloes" down before they had come to the end of the last story. It is a nice question which tale would be voted the best by a jury of experienced novel-readers. Those who like the eerie touch will appreciate the very strange affair of the Malayan cook and the dying baby she bought for a farthing, a neat and uncanny yarn. The light-hearted will prefer, perhaps, the adventures of the governess and the Peer's daughter who changed places with each other for reasons of their own. The character-drawing is equally good in all, and it is quite evident that the secret heart of woman is no secret to the writer of "Blue Aloes." We are not so sure about the studies of men—but then the men in these stories are only foils for the women, and serve their purpose very well.

"Strange Roads." The roads will not be strange to Mrs. Diver's faithful readers. They lead, as the footnote on the last page explains, to another volume of the hero's life and adventures that has been delayed in publication owing to war-time difficulties. Derek roves far and wide, and this is all to the good, because it allows Mrs. Diver ample scope for her powers of description. If "Strange Roads" (Constable) had been complete, the young man's affair with Lois of the Ranch would have

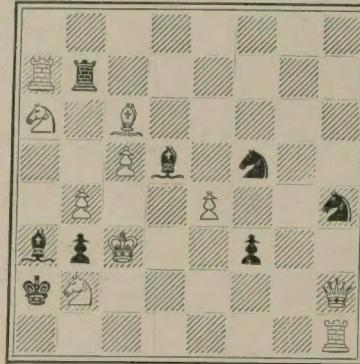
been a tragedy. As it is, it is not more than an incident—a stepping-stone to higher things—in his career. The machinations of the Germans too are left in full swing, and the book closes at the beginning of the war, with promise of a further unfolding of Derek's history, and the arrival of the right and proper girl to mate with his ardent being. We are sure "Strange Roads" will be popular, and that a large circle will be thrilled by its heroine, and rejoice in a central figure modelled so exactly after the well-known type and pattern of Mrs. Diver's heroes.

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

PROBLEM No. 3801.—By JOHN C. GARDNER (Toronto).

BLACK.



WHITE.

White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 3799, by W. W. INTER.

WHITE

BLACK

1. R (at Kt 8th) to Kt 5th Any move
2. Mate accordingly.

CORRECT SOLUTION OF PROBLEM No. 3796 received from R. F. Morris (Sherbrooke, Canada); of No. 3798 from E. J. Gibbs (Upton Manor), J. J. Athlone, T. A. Truscott (Forest Gate), W. Langstaff, Jacob Rodmell (Rodmell), R. Macdonald (B.E.F., France), and E. M. Vicars (Norwich).

CORRECT SOLUTIONS OF PROBLEM No. 3799 received from R. H. Haythorn (Luton), G. Stillingfleet Johnson (So. Ford), Edwin S. G. Driver (H.M.S. Dartmoor), A. H. Bath, W. John Haslam (Harrogate), J. S. Forbes (Brighton), L. Chomé La Roque, J. J. J. Athlone, R. J. Lonsdale (New Brighton), J. C. Stackhouse (Torquay), John Isaacson (Liverpool), H. Grasett Baldwin (Farnham), A. W. Hamilton-Gell (Exeter), and E. J. Gibbs (Upton Manor).

CHESS IN AMERICA.

Game played at the Brooklyn Chess Club, in the match between MESSRS. BLACK and SCHROEDER.

(Petroff Defence.)

WHITE (Mr. B.)	BLACK (Mr. S.)	WHITE (Mr. B.)	BLACK (Mr. S.)
1. P to K 4th	P to K 4th	2. B to R 5th	
2. Kt to K B 3rd	Kt to K B 3rd	3. P to Q 3rd	
3. Kt takes P	P to Q 3rd	4. Kt to K B 3rd	Kt takes P
4. Kt to K B 3rd	Kt to Q 3rd	5. P to Q 4th	P to Q 4th
5. P to Q 4th	P to Q 4th	6. B to Q 3rd	B to K 2nd
6. B to Q 3rd	B to K 2nd	7. Castles	Kt to Q B 3rd
8. R to K sq	B to K Kt 5th	9. P to B 3rd	P to B 4th
9. P to B 3rd	P to B 4th		

He cannot play P takes B, as Q takes P, in reply, would prove f1:f1; but he has another road to success.

A premature advance which leads to disaster. He could have Castled, and awaited developments.

10. P to B 4th

Striking at the weak point in Black's position exposed by his last move. The game, however, now becomes critical on both sides.

Black resigns

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